

Preapplication for HSIPR Program

OMB No. 2130-0583

Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes.**
- Applicants should complete and submit this form electronically to: HSIPR@dot.gov.

A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):☒ State☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☐ Group of States☐ Interstate Compacts☐ Public Agency established by one or more States☐ Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: New Hampshire Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): Massachusetts Executive Office of Transportation, Vermont Agency of Transportation(4) Application point of contact (POC):
Christopher ClementPOC title:
Deputy Commissioner, New Hampshire DOTStreet address:
7 Hazen DriveCity:
ConcordState:
NHZip code:
03302-0483Telephone number:
603-271-1484

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Email: cclement@dot.state.nh.us

What is your project?

(5) Project/program name: Boston - Montreal High Speed Rail Momentum Project

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):
The Boston - Montreal Corridor High Speed Rail service corridor is in four segments. These will be put together in three phases. The first phase implements service from Boston to Concord, NH. The second phase completes the planning to restore tracks on a 57 miles missing center of the corridor. Phase three will be the reconstruction of the missing section along with the upgrading of other sections to higher speeds. The proposed service will connect Concord, Manchester, Manchester Boston Regional Airport and Nashua, NH with Boston, MA's North Station. The infrastructure work and equipment requirements associated with this project consist of work completed by the New Hampshire DOT, New England Central Railroad and VIA Rail in Canada. Major work will consist of relaying some curves, new rail junctions and a 60 mile passenger only dedicated rail corridor to allow higher speed services. This Application will cover the phase two work.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): This project is to do the environmental and engineering needed to restore intercity rail passenger services between Concord, NH and White River Junction, VT as the second step in establishing the Boston to Montreal High Speed Rail Corridor.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): This project moves forward a critical piece of the Federally designated Boston to Montreal High Speed Rail Corridor. This planning project on the corridor allows a systematic phased implementation of Intercity and High Speed rail services on this corridor.

(C) State(s) in which the project/program investment is/are located: New Hampshire and Vermont

(D) State(s) in which the benefiting service(s) is/are located: Massachusetts, New Hampshire and Vermont

(8) Project/program type:

(A) Types of capital investments contemplated (*Check all that apply*):

- | | |
|---|---|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input checked="" type="checkbox"/> Rolling Stock Refurbishments |
| <input checked="" type="checkbox"/> Track-Rehabilitation | <input checked="" type="checkbox"/> Rolling Stock Acquisitions |
| <input checked="" type="checkbox"/> Track-New Construction | <input checked="" type="checkbox"/> Stations, Terminals |
| <input type="checkbox"/> New Rights-of-Way | <input checked="" type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input checked="" type="checkbox"/> Major Interlockings | <input checked="" type="checkbox"/> Grade Crossing Improvements |
| <input checked="" type="checkbox"/> Communications, Signaling, Control | <input type="checkbox"/> Electric Traction |
| <input type="checkbox"/> Other (<i>Please describe</i>): | |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): The project rebuilds the abandoned rail corridor between Concord, NH and White River Junction, VT. It re-engineers the track to maximize high speed capacity. It looks at other changes needed on the Vermont section of the corridor to achieve high speed status on that section.

(C) Service attributes (*Check all that apply*):

☒ Additional Frequencies on Existing Route☒ Improved On-Time-Performance on Existing Route☒ New Service☒ Increased Average Speeds/Shorter Trip Times☒ Other (*Please describe*): Manchester Boston Regional Airport intermodal connection(9) Project/program milestones (*mm/yyyy*):Construction start date:
10/1/2009Construction completion date:
10/30/2010Service improvements realized:
11/1/2010

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles	0		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Average daily round trips (weekday)	0		<input type="checkbox"/>	<input checked="" type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)	0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)	0	79	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)	0		<input type="checkbox"/>	<input checked="" type="checkbox"/>

What will your project/program cost & how will it be funded?

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding): \$5 million (planning)

(12) Will your project/program proposal include matching funds?

(A) ☒ Yes If yes, as what percentage of total costs? 50%

☐ No

(B) Proposed source(s) of capital matching funds *(Please check all that apply):*

☒ State

☐ Local

☒ Private

☐ Other *(Please specify):*

☐ N/A

☐ Not sure

(13) If an in-kind match is expected, provide a brief description of the asset *(less than 100 characters)*.

Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

☒ Yes ☐ No ☐ Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu):*

Other If other is selected, please specify: potential sources include CMAQ funding, a set of public private partnerships, a TIF (tax increment financing) district, state general fund, 50% farebox recovery anticipated

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu):*

Other If other is selected, please specify: some CMAQ funds reserved, other initiatives underway for balance of funds needed

D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2003	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 1964	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2005	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2005	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2005	<input type="checkbox"/>
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? ☒ Yes ☐ No ☐ Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? ☐ Yes ☐ No ☒ Not sure

(A) Who are your partners & what are their commitments?

- (18) **Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, “owner(s)” may also include operator(s) under trackage rights or lease agreements.) *(If more than two railroads, please include additional information in question 24.)*

Railroad owner 1 (Name):	Pan Am Railways
Status of railroad owner 1 <i>(Click on the appropriate option from the dropdown menu shaded in gray):</i>	No agreement, but host railroad supports project
Railroad owner 2 (Name):	NH DOT (n. of Concord to Vermont)
Status of railroad owner 2 <i>(Click on the appropriate option from the dropdown menu shaded in gray):</i>	No host railroad involved

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). *(Click on the appropriate option from the dropdown menu shaded in gray):*

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? *(Click on the appropriate option from the dropdown menu shaded in gray):* Some - less than 25%

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? ☐ Yes ☒ No ☐ N/A ☐ Not sure

(B) Which track is the best fit for your project/program?

- (21) Anticipated HSIPR funding track *(Click on the appropriate option from the dropdown menu shaded in gray):*

Track 3 (Planning)

If unsure, please explain:

- (22) Anticipated application filing date *(Check the appropriate box):*

☒ 2009 – first round

☐ Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

(C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): Reducing insurance costs to cover owning railroad's liability exposure requirements.

(D) Additional information (optional)

- (24) Please provide any additional information, comments, or clarifications. This section is optional. A portion of the corridor is also owned by the New Hampshire Department of Transportation.

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